

TIA'S TPMS TIP OF THE MONTH



TIRE SAFETY STARTS HERE

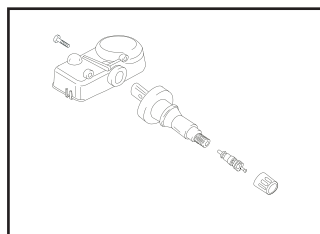
This month's TPMS TIP was from Sean MacKinnon, Director of Automotive Training Development at the Tire Industry Association.



Proper assembly of a Schrader sensor to the rubber valve stem

Description:

1. Make sure you have all the components [New Bolt Sensor Body, New valve stem, Valve Core and Cap].
2. Thread the rubber valve stem to the tire valve insertion tool
3. While holding the valve [and valve tool] insert the sensor to the stem.
4. While holding the entire assembly, begin to thread the bolt into the stem using the proper T-10 torx drive [that also doubles as preset torque wrench].
5. Continue to thread in the bolt till the tool "clicks" indicating that you've applied the proper 11.5 inch-pounds of torque.



Scenarios if not done properly:

- If the bolt is not tight enough, then the proper connection cannot be made to turn the stem into the antennae.
- If the bolt is too tight, the connections may become damaged also not allowing for the proper connection.
- Removing and installing the same T-10 torx bolt multiple times into the same valve stem damages the "rolled threads" creating a loose connection.

Each of these are scenarios that lead to LOW SIGNAL OUTPUT from the sensor. Meaning the signal won't be strong enough to reach the truck's remote control door lock receiver (RCDLR) and prevent the relearn.

In other words, poor assembly practices can directly lead to a failed relearn or failed communication between the sensor and the vehicle. Both lead to a TPMS MIL and potential customer comebacks. All of which cost you money as a service provider.

